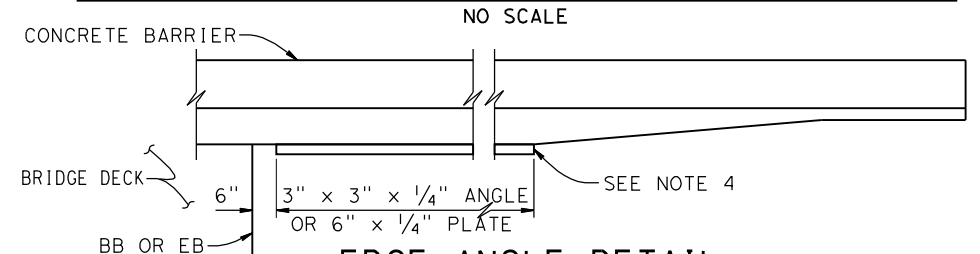
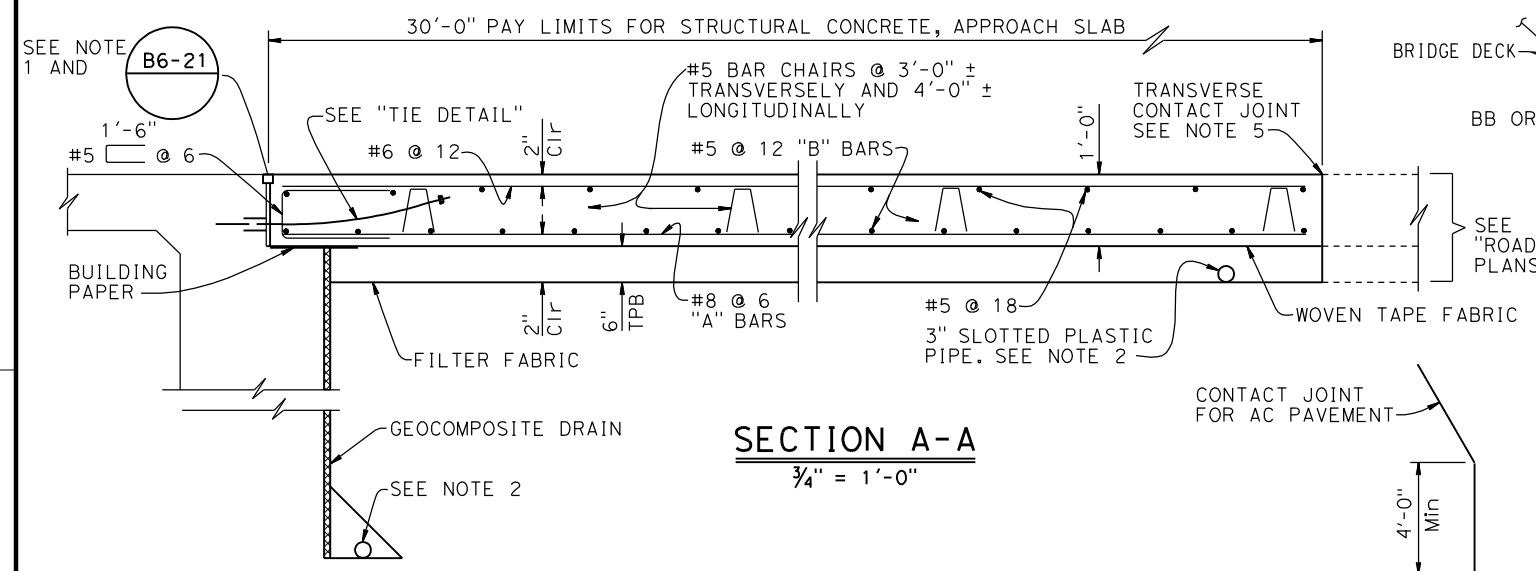


STRUCTURE APPROACH - END STAGGER DETAIL

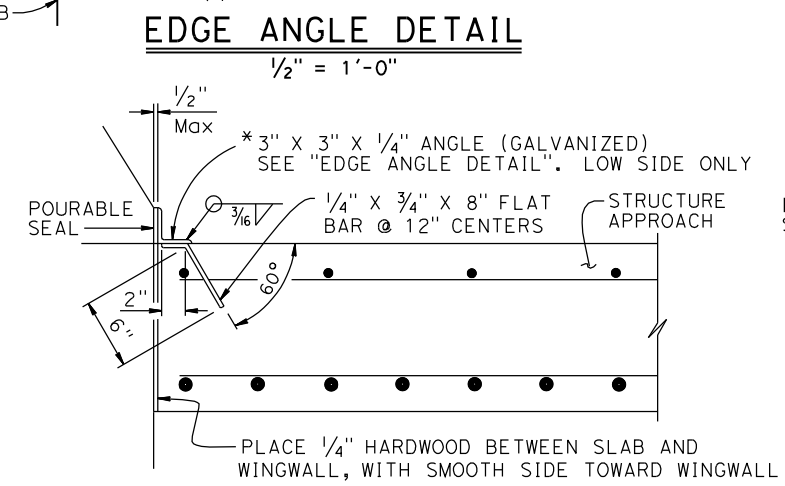


APPROACH SLAB TRANSVERSE CONTACT JOINT		
APPROACH SKEW	WITH AC ROADWAY PAVEMENT	WITH PCC ROADWAY PAVEMENT
< 20°	PARALLEL TO FACE OF PN	PARALLEL TO FACE OF PN
20° - 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER LINES 24' TO 36' APART
> 45°	PARALLEL TO FACE OF PN USE "DETAIL A"	STAGGER AT EACH LANE LINE



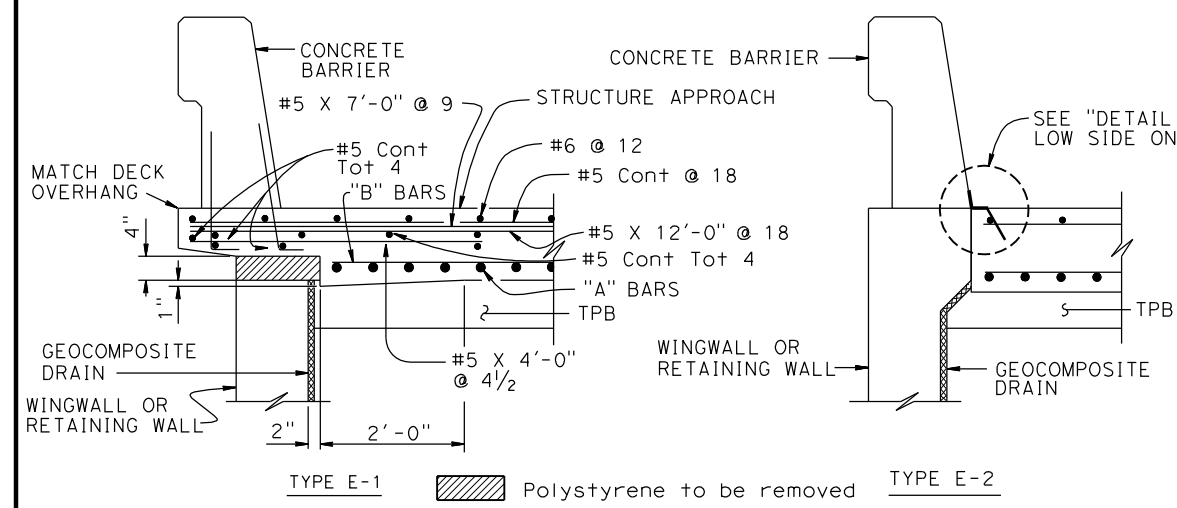
DETAIL A

NO SCALE



DETAIL B

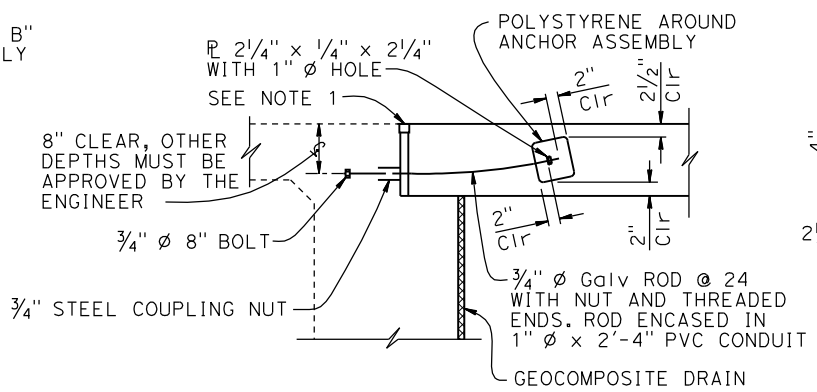
1/2" = 1'-0"



SECTION C-C

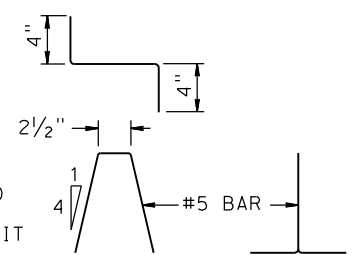
3/4" = 1'-0"

(Type E-1 to be used, unless otherwise shown on plans)



TIE DETAIL

3/4" = 1'-0"



BAR CHAIR DETAIL

1/2" = 1'-0"

- NOTES:
- For details not noted or shown, see Structure Plans
 - For drainage details, see "STRUCTURE APPROACH DRAINAGE DETAILS" sheet
 - Longitudinal construction joints, when permitted by the Engineer, shall be located on lane lines
 - End angle or plate at beginning of barrier transition, end of wingwall or end of structure approach, as applicable
 - For transverse contact joint with new PCC paving, refer to Standard Plan P10
 - At the contractor's option, approach slab transverse reinforcement may be placed parallel to paving notch. Spacing of transverse reinforcement is measured along ϕ roadway

STANDARD DRAWING	
FILE NO. xs3-140	APPROVAL DATE <u>July 2011</u>

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STATE OF CALIFORNIA DEPARTMENT OF TRANSPORTATION
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DIVISION OF ENGINEERING SERVICES

BRIDGE NO.	X
X	
POST MILE	STRUCTURE APPROACH TYPE N(30D)
X	

DS OSD 2147A (ENGLISH STANDARD DRAWING "XS" BORDER REV. (02-02-11))	ORIGINAL SCALE IN INCHES FOR REDUCED PLANS	0 1 2 3	UNIT: X PROJECT NUMBER & PHASE: X	CONTRACT NO.: X	DISREGARD PRINTS BEARING EARLIER REVISION DATES	REVISION DATES	SHEET X	OF X
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